

SHIPPING NEWS FROM ALL PARTS OF THE WORLD

CONTRACTS SIGNED TO BUILD BIG PIERS

TO SELL EMPLOYEES STOCK.
Swift & Co. Will Offer Shares on Part Payment Plan.

Start of \$100,000,000 Harbor Improvement Is Begun With Staten Island.

Hudson River Follows

\$6,738,000 Initial Expense Is Ordered—Docks Ready in Eight Months.

The intended \$100,000,000 development and improvement of New York harbor actually got under way yesterday.

Contracts were signed amounting to \$6,738,000 for the construction of the first six of twelve great municipally owned piers on Staten Island at a cost of \$1,000,000.

The Board of Estimate approved the forms of contracts, plans and specifications for the remaining six piers of the Staten Island project, and Murray Hubert, Commissioner of Docks and Ferries, announced that bids for necessary dredging will be opened March 15.

The Harbor Line Board completed its hearing upon the request of the Sinking Fund Commission for permission to extend the pier of Pier 10, of Manhattan 100 feet, along the Hudson from Christopher street to Seventy-second street. If this permission is granted the Department of Docks and Ferries hopes to provide docks which can accommodate the largest vessels in the world.

The Board of Estimate adopted a resolution asking that Congress incorporate in the new pending rivers and harbors bill a provision permitting the dredging of a wider food channel for Jamaica Bay instead of the eighteen foot channel for which the money already has been appropriated.

Allotment of Contracts.

The contracts signed yesterday are the start of the Staten Island project upon which Commissioner Hubert has been working ever since he took office in 1917. The contracts were for Piers 6, 7, 8, 9, 10 and 11, extending from Tompkinsville half way to Clifton. The contractors are:

Morris & Cummings, Dredging Company, dredging, \$28,500.

Torrey & Temple Company, Inc., construction of piers and substructure, \$5,550.

Bethlehem Steel Bridge Company, Bethlehem, Pa., construction of pier sheds, \$2,500.

Riverside Contracting Company, tearing away old structures, \$3,518.

The terms of the contracts allow forty-five days for demolishing the old structures, 270 days for dredging and 240 days for driving the piles and doing other substructure work, including the concrete work and building the decks of the piers.

The second set of piers to be built, being Piers 12, 13, 15, 16, 17 and 18, will extend from the block now contracted to Clifton.

The piers are to be from 1,050 to 1,100 feet long and for the use of transatlantic shipping. The piers will be from 125 to 200 feet wide. The piers will be equipped fully with railroad tracks and other modern shipping facilities.

Commissioner Hubert expects that the first six piers will be completed in about eight months. The first pile will be driven this month.

Rentals to Pay for New Piers.

The entire cost of the Staten Island pier project is to be charged off in the form of rentals to be paid by the lessees of the piers, a year which will permit an amortization process leaving the city in possession of the piers, with all costs paid, at the end of thirty years.

The lessees of the piers, for which contracts were signed yesterday, are:

Pier 6, the Great Star Steamship Company, one of the largest shipping concerns in the world, having 128 vessels of a total tonnage of 1,000,000; pier 7, still open; pier 8, Wessell Duval; pier 9, Moore & McCormack, Inc.; pier 10, Edward M. Raphael & Co.; pier 11, International Mercantile Marine.

The signing of the contracts at the Commissioner's office was made an impressive occasion. The pen with which the contracts were signed was given by Commissioner Hubert to T. F. Kiser, chief engineer of the department, who drew the plans for the piers and who will supervise the work for the department.

Favorable action of the Harbor Line Board, Commissioner Hubert said, will permit the city to proceed with its program of dredging and building of River piers. When the board's decision will be forthcoming is not known. The only opposition to the city's petition to extend the Manhattan pierhead line has been made by the State Board of Commerce and Navigation of New Jersey, which argues that the river should not be made any narrower and that an extension of the pierhead line should not be granted on the Manhattan side unless it were granted on the Jersey side also.

Jerry Ains Gets Large Docks.

Extensions already granted on the New Jersey side have permitted the construction of piers to take care of vessels of the Leviathan type. Several railroads operating in New Jersey favored the petition.

Expansion of the Hudson River pier line between Perry street and Whitehall street is an immediate necessity, P. A. S. Franklin, president of the International Mercantile Marine, testified yesterday at a hearing in the Army Building, 39 Whitehall street. He said the port business has increased 2,000,000 tons since 1914.

He said it would be reasonably certain the city will spend between \$50,000,000 and \$100,000,000 in modernizing and lengthening the piers, because there will be no difficulty in renting them.

In answer to questions as to whether future encroachments on the river fairway would be sought Mr. Franklin said he thought the present length standards have become the standard and that further increase in beam would not be advantageous for transatlantic liners.

Shipping Board Has 1,650 Craft.

WASHINGTON, March 6.—Twenty-two ships, aggregating 155,455 dead weight tons, were launched for the Shipping Board in January. The board now controls 1,650 vessels, with total tonnage of 9,194,261, of which 1,458 are new steamships, 44 ex-enemy craft and 118 are of miscellaneous types.

EUROPE

MACHINERY—Wanted, all classes of machinery for mining coal, iron, stone, sand and gravel, and all necessary tools, fixtures and drawings, with full specifications of prices of machines and tools. GEORGE STEPHENSON, Eng. Co., Ltd., Vickers & Sons, London, E. C. Eng.

OLD established firm in London, England, desires to take up agencies for fancy articles; highest references, both bank and commercial. Address: J. W. Vickers & Sons, J. W. Vickers & Co., Ltd., 5 Nicholas Lane, London, England.

Almanac for New York, March 6.

Sun rises, 6:33 Moon rises, 8:05 PM Sun sets, 5:53 Moon sets, 6:56 AM

TIME OF HIGH WATER MARCH 6.

Governor's Island, 6:02 AM; 9:30 PM Bell Gate (Astoria), 11:21 AM; 11:57 PM

AUSTRIAN BANKERS WOULD VISIT U. S.

Plan to Reopen Relations With Federal Approval.

WASHINGTON, March 5.—A delegation of Austrian bankers plan to visit the United States soon to reopen "banking relations" between the two countries. A certain portion of the company's stock has been set aside to aid in its annual payment plan. Its stock is selling about 20 per cent. above par, thus assuring the purchaser a substantial profit.

A report presented at the annual meeting of the shareholders of the company showed that the aggregate of its fiscal year, had 16,000 employees for whom shares for shares on the 1919 employees' stock savings plan, making a total of 23,000 employees who are or soon will be shareholders of record.

Austrian Government officials are reported to have under consideration the proposal of the Austro-Hungarian bank for creation of a corporation, to which would be pledged all assets of the industries of Austria to serve as security for food and raw materials to be obtained in the United States.

AUSTRIA'S Foreign Minister, Reichsrat recently has had several conferences with members of the American mission, who report him as being extremely confident that the position of the Austrian crown in international exchange soon will materially improve.

U. S. FOREIGN TRADE GAINS.

January Shows 50 Per Cent. Increase in Year.

Special to THE SUN AND NEW YORK HERALD.

WASHINGTON, March 5.—American foreign trade for January aggregated \$1,260,600,000, or 50 per cent. higher monthly totals and 50 per cent. higher than that of January, 1919, which round numbers was \$825,600,000.

Tabulation of the January trade figures was completed and announced today by the Bureau of Foreign Commerce. One of the most striking features of the month is the shrinkage in the favorable balance of trade. The January balance in favor of the United States was \$25,000,000, against \$405,500,000 in January, 1919, when the aggregate value of commerce was but two-thirds as great.

Imports totals increased tremendously, particularly for raw materials for manufacturing, and exports showed slight increase and a decrease in food stuffs.

MARINE WATER FOR U. S. SHIP.

Arrives Here for Christening of Transport To-day.

One boat that arrived yesterday by the French liner La Touraine, from Havre, was passed without examination by the customs men. It contained water from the Marne, which will be spilled over the bow of the United States transport Marne to-day by Mrs. Newton D. Baker, wife of the Secretary of War, at the yards of the International Shipbuilding Corporation at Hog Island.

The new ship commemorates the victory of Gen. Jeffery's armada in September, 1914. Gen. Pershing will attend the launching.

Two Missing in Ohio Camp Fire.

CAMP SHEMPTON, CHILLICOTHE, Ohio, March 5.—Private Ernest Wagner and Robert Williams, a civilian, are missing to-day following the fire which destroyed the community house last night. A charred body was taken from the ruins to-day.

Mr. Healey is a patient at the hospital from gunshot wounds, and is recovering. George Beckenbaugh, 37, who formerly lived with the Healeys, is held for the shooting.

Wilson Gets Roper Resignation.

WASHINGTON, March 5.—The President received today the resignation of Daniel C. Roper, Commissioner of Internal Revenue. Mr. Roper asked to be relieved April 1 or so soon thereafter as a successor could be named.

PASSED CITY ISLAND.

Bound South.

Str. Boston. Providence for New York, with Mrs. Mary W. Potter, with 1 cargo at 1:40 PM.

Bound East.

Tug Neuray, with 2 barges at 11:20 AM.

CLEARED.

(From the U. S. Naval Communication Service.)
Str. Cedric (Br.), Carter, Liverpool via Havre, White Star Line.

Str. Ardenian (Br.), Pearson, London—Cunard.

Str. Ausonia (Br.), Palmer, Southampton.

Str. Sonoma (Br.), Palmer, Yokohama.

Str. Europa (Br.), Palmer, Yokohama.

Str. Europa